



2010 Bond Election March 2, 2010

Norman Voters Asked to Consider Street Maintenance and Outdoor Emergency Warning System

Points of Interest

Street Maintenance

\$19,000,000, no increase over current tax levels, to be used as follows:

\$4,000,000 for Street Reconstruction

\$15,000,000 for Street Rehabilitation/Maintenance:

55% of funds for Asphalt Street Rehabilitation/Maintenance

30% of funds for Concrete Street Rehabilitation/Maintenance

15% of funds for Rural Road Rehabilitation/Maintenance - Reduce current inventory of unpaved roads from 15 miles to 10 miles

Bicycle Safety Features

Minor storm drainage improvement

Outdoor Emergency Warning System

\$2,250,000 to be used to upgrade and expand the Outdoor Emergency Warning System

The new system will have zoned activation capability

The new system should be operational by Spring, 2011

As an example, the cost over five years would add approximately 60 cents per month (\$7.20 per year) to the property tax of a homeowner whose home has a market value of \$100,000

On March 2, 2010, Norman residents will vote on whether to issue \$15 million in bonds to fund resurfacing and rehabilitation of Norman streets and \$4 million to fund reconstruction of Norman streets. In 2005, City of Norman voters approved a five year bond proposal for pavement reconstruction on existing streets that will end in 2010. According to the 2009 Citizen Satisfaction Survey, residents stated that the overall maintenance of City streets and sidewalks should receive the most emphasis over the next two years.

The City of Norman maintains approximately 800 miles of streets throughout Norman that consist of 66% urban streets, 30% rural roads and 4% other, such as various sections

of highways. The focus of the maintenance program is to repair streets when they are in fair condition and repairing them at that stage will cost less over their lifetime than streets that are allowed to deteriorate to a bad condition. The Street Bond Issue will be in the amount of \$19 million for the resurfacing and reconstruction of urban and rural asphalt and concrete roads throughout the City.

The City of Norman's Outdoor Warning System consists of sirens designed to alert citizens that are outdoors of approaching or existing hazardous conditions which require immediate protective actions. The City has 37 outdoor warning sirens. Fifty percent of the sirens have exceeded their life span and most are obsolete and replacement



Outdoor warning system equipment

parts can no longer be purchased. On any given test, only 80% of the sirens activate. The existing system does not cover the entire City limits and is currently more densely located in the urban area where there is higher population. The Outdoor Warning System Bond Issue is estimated to cost \$2,250,000 which includes the purchase of 60 new sirens to cover the entire City limits, modifications to and relocation of 17 existing sirens, and site acquisition and right-of-way costs.

Previous Projects Completed Under Budget

The 2005 Bond Program, in the amount of \$10,950,000, provided for the maintenance and rehabilitation of 82 lane miles, or about 5%, of the urban and rural asphalt and concrete roads in Norman. These roads were located primarily in neighborhoods. All of the streets in the program were completed with a balance of \$1,026,000. With the remaining funds, the City has issued contracts for an additional 10 lane miles of street maintenance in a central Norman neighborhood.



Inside this issue:

Frequently Asked Questions **2**

Map of Targeted Areas for Street Projects **3**

Map of Outdoor Emergency Warning Systems **3**

Ballot Language **4**

2010-2015 BOND PROGRAM FREQUENTLY ASKED QUESTIONS

When is the election? Tuesday, March 2, 2010

What are the early voting dates? Citizens may vote early on Friday, February 26, 2010 and Monday, March 1, 2010 from 8:00 a.m. to 6:00 p.m. at the Cleveland County Election Board located at 641 East Robinson Street. In order to vote absentee by mail, the County Election Board must receive an application filled out by the voter no later than 5:00 p.m. on Wednesday, February 24, 2010. Applications can be picked up at the Election Board or downloaded from their website at <http://www.ok.gov/~elections/absentee.html>. Once the application is received, the Election Board will mail ballots to the voter.

Do residents vote for the entire bond program with one vote? The bond program will be broken down into two questions (propositions) on the ballot. The first proposition will include the street maintenance projects. The second proposition will include the outdoor emergency warning system. The propositions are included on Page 4 of this brochure.

What is the total amount of this bond program? The total amount of this bond program is \$21,250,000, including \$19,000,000 for street resurfacing and reconstruction throughout the City and \$2,250,000 for the expansion, replacement and renovation of the City's outdoor emergency warning system.

How does this program compare to the City's most recent bond programs? Because the overall value of property in Norman has increased in the last five years (and is projected to continue to increase while the 2010 bonds are outstanding), more projects can be funded while the per valuation tax assessment remains unchanged. For example, the amount of taxes assessed per \$100,000 valuation for the 2010 bonds will remain unchanged from the taxes assessed per \$100,000 valuation for the 2005 bonds. When compared to the 2005 street resurfacing program, this street resurfacing program is larger. The 2005 program had an estimated value of \$10,950,000. The proposed 2010 program has an estimated value of \$19,000,000.

How many total projects are included in the street maintenance bond program? 317 total street projects are included. Of those, 195 are concrete streets, 84 are asphalt streets, 28 are rural roads and 10 involve the reconstruction of existing residential neighborhood streets.

Where will the bond program have an impact? The bond projects are located throughout Norman (see map). The vast majority of the projects are targeted in residential neighborhoods as identified in the recent citizen satisfaction survey.

How does the City propose to finance the bond program? The City proposes to pay for the street and outdoor emergency warning system improvements through the issuance of general obligation bonds. The proposed bonds are to be paid off within five years from the time they are issued from proceeds of an ad valorem (property) tax. In order to be approved, the majority of voters would have to approve the proposition.

What will be the effect on my tax rate? The proposed street resurfacing/reconstruction program is basically a continuation of the five-year street resurfacing bond program that was approved by the voters in 2005. Currently, the owner of a home with a market value of about \$100,000 is paying approximately \$3.83 per month in property taxes to repay these existing bonds (an average mill levy rate of 4.18 mills). If the 2010 proposal is approved by the voters, this estimated tax level would remain in place for the life of the five-year bond proposal.

If the five-year outdoor emergency warning system reconstruction project is approved, it would add approximately 60 cents per month (\$7.20 per year) on average to the property tax bill of a homeowner with a market value of \$100,000 (average mill levy increase of 0.67 mills).

Will the bond program result in higher City fees, utility rates or other service charges? No.

Do the bond project budgets include costs for inflation? Yes, the project budgets include the anticipated cost for inflation over the proposed five-year program.

How were the projects selected for the street maintenance bond program? The City utilizes a computerized pavement management system that provides technical information regarding the condition of all city streets. That information is updated annually using field observations and testing procedures of city streets. The streets selected for this program are those that can be improved the most with the least expenditure of funds per mile. These streets will last many more years without extensive maintenance.

When will the projects begin? If approved by the voters, the first street maintenance projects will begin by late summer or early fall of 2010. The Outdoor Warning System is targeted to be operational by the spring storm season in 2011.

What is the City's responsibility in completing the projects as they are identified? By law, the City must provide the improvements at the specific locations identified in the bond ordinance and voted on by the citizens.

What other City funds used for street maintenance will the bond issue supplement? Approval of the proposed bond will enable the City to perform a higher standard of street maintenance, but the City has other funding sources that are used to improve and maintain urban and rural roads. The annual Capital Improvement Program allocates funds for this purpose. The annual operating budget for the City Public Works/Street Division allocates funds for the maintenance of city streets as well. Passage of the bond issuance will accelerate those efforts to allow more timely improvements.

Do the City and Cleveland County work together on street maintenance in Norman? The City of Norman and Cleveland County work together on the maintenance and rehabilitation of city streets in Norman through an interlocal agreement approved annually. In addition to routine maintenance, the proposed Bond Program will be able to rehabilitate twice as many rural roads in east Norman with the use of city and county labor and equipment than otherwise could be accomplished with contract services.

PROPOSED STREET IMPROVEMENTS

The proposed roadway improvements in the 2010 Bond Election were developed using the City's computerized Pavement Management Program which uses technical information to rate and rank streets based upon their condition. Some highlights of the proposed \$14,000,000 street maintenance projects are:

- Over 200 lane miles of streets improved
- 55% of funds will be used for asphalt streets
- 30% of funds will be used for concrete streets
- 15% of funds will be used for rural roads
- \$4,000,000 in total reconstruction of streets (new program)
- Reduces inventory of unpaved roads from 15 miles to 10 miles
- Bicycle safety modifications where applicable
- Minor storm drainage improvements where needed
- Handicapped accessibility will be prioritized

- Streets located throughout Norman
- Collaboration with Cleveland County
- Maximum use of in-house resources in combination with contracted services

A typical street maintenance/rehabilitation project in a neighborhood might require 30 days for completion. Residents will be notified well in advance. Access to properties is maintained throughout the projects.

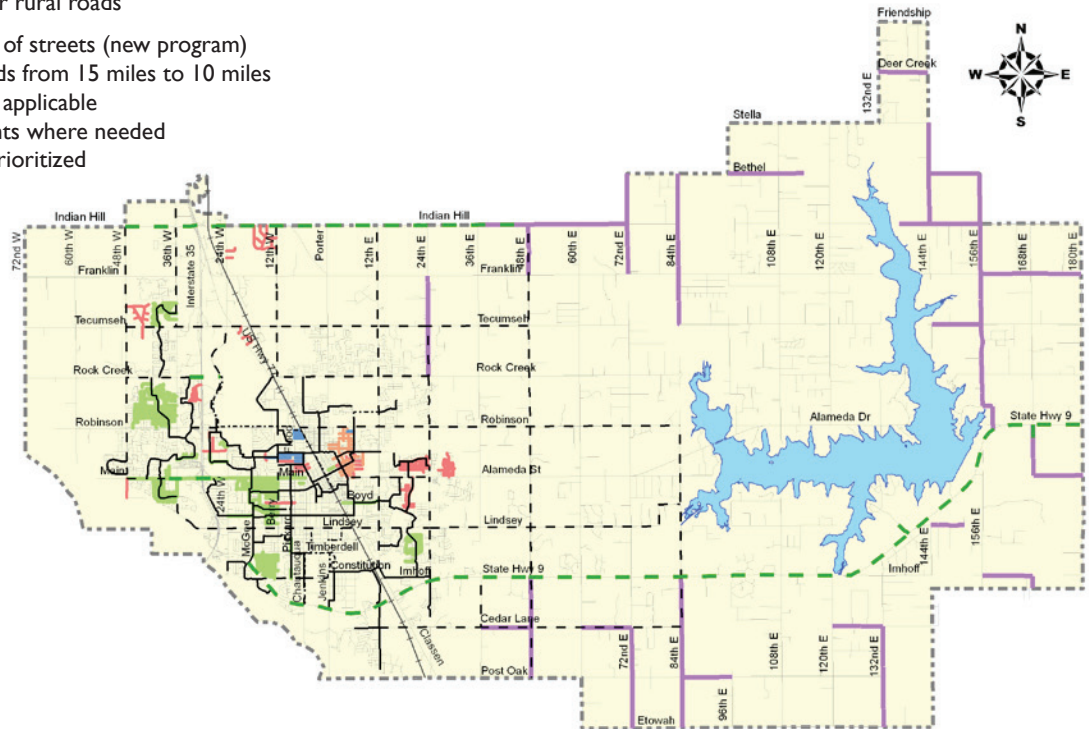
Legend

- Rural Road Projects
- Roadway Reconstruction Bond Projects
- Additional Mill / Repave Projects (2005 Bond)
- Asphalt Paving Bond Projects
- Concrete Paving Bond Projects

Bike Routes

- Advanced Route
- Path
- Basic Route
- Future Bike Routes

For specific information regarding map, see www.normanok.gov

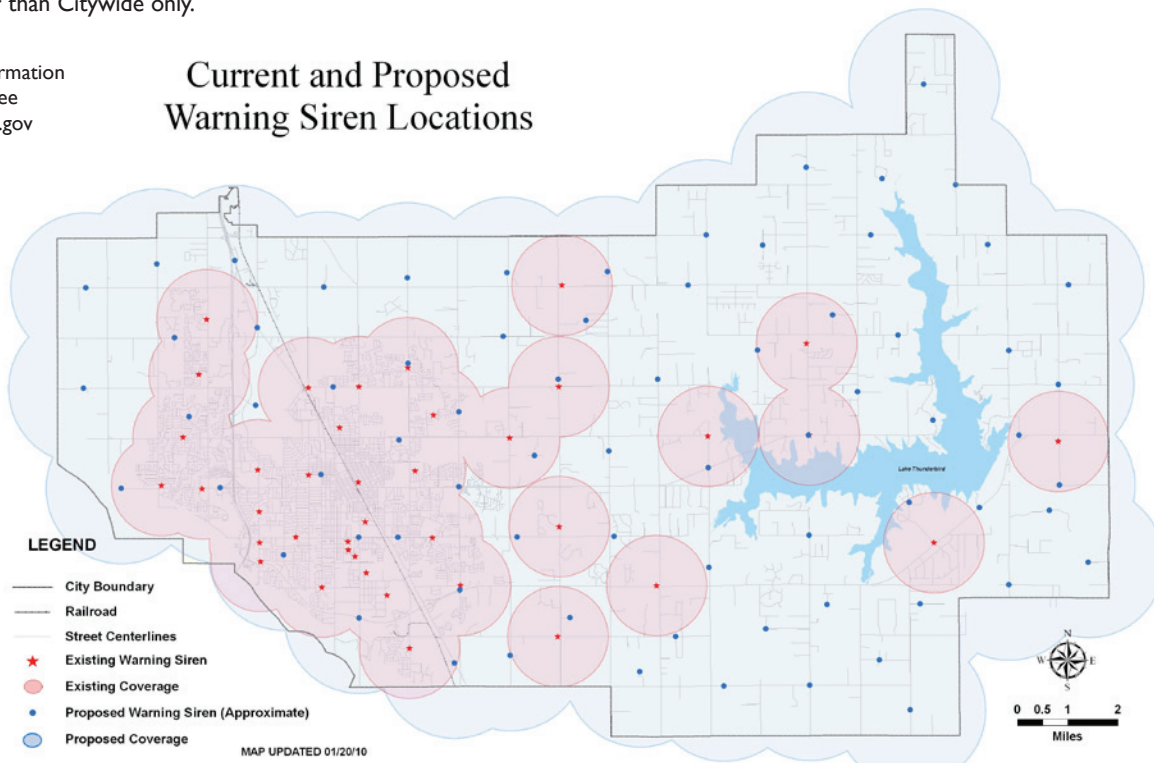


PROPOSED OUTDOOR EMERGENCY WARNING SYSTEMS

The goal is to provide comprehensive coverage throughout the City. The project will utilize modern technology, replace aging elements, expand coverage, provide flexibility and improve reliability. The proposed system will allow emergency warning notice to be given to specific areas as needed, rather than Citywide only.

For specific information regarding map, see www.normanok.gov

Current and Proposed Warning Siren Locations





City of Norman

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405-366-5396

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2010 Bond Proposals

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2010 BOND ELECTION BALLOT LANGUAGE MARCH 2, 2010

PROPOSITION NO. 1

"SHALL THE CITY OF NORMAN, STATE OF OKLAHOMA, INCUR AN INDEBTEDNESS BY ISSUING ITS BONDS IN THE SUM OF NINETEEN MILLION DOLLARS (\$19,000,000) TO PROVIDE FUNDS FOR THE PURPOSE OF RECONSTRUCTING, REPAIRING, IMPROVING, AND REHABILITATING EXISTING STREETS, ROADS, AND INTERSECTIONS IN THE CITY OF NORMAN, OKLAHOMA (INCLUDING LIGHTING, SIDEWALKS/BIKEPATHS, LANDSCAPING, RELATED DRAINAGE IMPROVEMENTS, DRIVEWAY RECONSTRUCTION, AND OTHER RELATED IMPROVEMENTS); AND LEVY AND COLLECT AN ANNUAL TAX, IN ADDITION TO ALL OTHER TAXES, UPON ALL THE TAXABLE PROPERTY IN SAID CITY SUFFICIENT TO PAY THE INTEREST ON SAID BONDS AS IT FALLS DUE, AND ALSO TO CONSTITUTE A SINKING FUND FOR THE PAYMENT OF THE PRINCIPAL THEREOF WHEN DUE, SAID BONDS TO BEAR INTEREST AT NOT TO EXCEED THE RATE OF TEN PERCENTUM (10%) PER ANNUM, PAYABLE SEMI-ANNUALLY AND TO BECOME DUE SERIALLY WITHIN FIVE (5) YEARS FROM THEIR DATE?"

PROPOSITION NO. 2

"SHALL THE CITY OF NORMAN, STATE OF OKLAHOMA, INCUR AN INDEBTEDNESS BY ISSUING ITS BONDS IN THE SUM OF TWO MILLION TWO HUNDRED FIFTY THOUSAND DOLLARS (\$2,250,000) TO PROVIDE FUNDS FOR THE PURPOSE OF IMPROVING THE CITY OUTDOOR WARNING SIREN SYSTEM IN THE CITY OF NORMAN, OKLAHOMA, BY ACQUIRING NEW WARNING SIRENS AND CONTROL STATION HARDWARE AND SOFTWARE, BY ACQUIRING LAND FOR WARNING SIRENS, AND BY MODIFYING AND RELOCATING CERTAIN OF THE EXISTING WARNING SIRENS, ALL TO BE OWNED EXCLUSIVELY BY SAID CITY; AND LEVY AND COLLECT AN ANNUAL TAX, IN ADDITION TO ALL OTHER TAXES, UPON ALL THE TAXABLE PROPERTY IN SAID CITY SUFFICIENT TO PAY THE INTEREST ON SAID BONDS AS IT FALLS DUE, AND ALSO TO CONSTITUTE A SINKING FUND FOR THE PAYMENT OF THE PRINCIPAL THEREOF WHEN DUE, SAID BONDS TO BEAR INTEREST AT NOT TO EXCEED THE RATE OF TEN PERCENTUM (10%) PER ANNUM, PAYABLE SEMI-ANNUALLY AND TO BECOME DUE SERIALLY WITHIN FIVE (5) YEARS FROM THEIR DATE?"